

The Oklahoma Miner

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KPERS. OKLAHOMA

Oklahoma News Notes

Erick recently shipped out 100 cases of eggs in a single day.

The Record is a new paper at Westville, by Sebring and Pollock.

The Harris-Irby cotton gin, which burned at Elk City will be rebuilt.

The Farmers' Co-operative store at Arapaho has been closed by creditors.

The schools at Carmen closed following the development of a case of spinal meningitis there.

Mangum is negotiating to secure the Southwest Baptist college, now located at Hastings, in Jefferson county.

Street railway at Clinton has contracted with the city for current and soon will have its cars in operation.

The Prairie Oil & Gas company last week posted a price of 64 cents per barrel for crude oil, an increase of 2 cents.

The fourth annual convention of the Second District Federation of Women's clubs will be held at Geary, April 23-25.

The store of G. W. Bowman at Wann, was destroyed by fire. Loss on building and stock \$5,000. The origin of the fire is a mystery.

Work is in progress drilling a deep well at Clinton in search of oil or gas. The outfit is equipped to sink the drill 2,000 feet if necessary.

Dan Caylor of Lawton, aged 16, is said to be the youngest commercial traveler in Oklahoma, but in this predilection is following in the footsteps of his father. Dan is selling compressors—corsets.

Woodward Democrat: "Woodward buyers are paying 60 cents for haff corn, 72 cents for Indian corn and \$7 per hundred pounds for hogs. Who could be pessimistic with such prices as these prevailing?"

W. H. Burford of Wellston, Okla., was in Guthrie recently making arrangements to sell stock in a company which he has organized to drill for oil at Palla. Burford now has more than 5,000 acres of land near Falls under lease and expects to have work started there by the first of next week.

Phillip Ellis, an Oklahoma City drayman, who stated a few days ago that he had lived thirty days without eating or sleeping, was found insane by the county court, and sent to the asylum at Norman. Ellis also was under the hallucination that he is possessed of great wealth.

Alleging that his wife refused to mend his clothes or cook his meals, J. L. Brittain filed suit in the superior court at Oklahoma City, against Mae Brittain for divorce. He alleges that they were married August 8, 1909, and that for several years past the wife has neglected her household duties.

William Hardy, an alleged pickpocket, was arrested at the Relex Carnival grounds, Oklahoma City. Former Police Sergeant J. M. Montgomery brought Hardy to the police station and preferred a charge against him, saying that the man had thrust his hand in his (Montgomery's) pocket, with the intention of robbing him. He was placed in jail.

Fifteen trainloads of cattle were brought into Oklahoma grazing territory by the Missouri, Kansas & Texas traffic department last week from the big ranches of Texas. The Katy's present movement aggregates 15,000 head and is one of the largest in that line of traffic in the history of the state. Frisco, Rock Island and Santa Fe are also moving a large number to the grazing territory along their lines.

Mangum has organized a citizens' club for the discussion of politico-economical questions. R. P. Miller is chairman and Truman Evans secretary.

Mico Harjo, a grandson of Chitto Harjo—"Crazy Snake"—is a chief in the Carey hotel at Nowata. He does not believe that his grandfather is dead. Mico has been offered commission by the government, but is too proud to accept them. He is well educated and owns 16 acres of as fine land as in to be found in the United States but is lying idle. He will not take it until all the trouble relative to his tribe is settled.

The Frisco will have two consolidation points for its Confederate reunion passenger traffic, namely, Oklahoma City and Holdenville. At Oklahoma City it will consolidate by special cars the veterans from Chickasha, Lawton, Altus and other towns of the southwest, while special car service will consolidate those from Claremore, Sapulpa, Tulsa, Sulphur and Ada at Holdenville. These consolidations will be effected before the time of departure of the Rock Island-Frisco-Southern special.

1,600 PERISH

STEAMER TITANIC CRASHES INTO SUBMERGED ICEBERG

GREATEST OCEAN DISASTER

SINKS BEFORE HURRYING STEAMERS ARRIVE

Only 745 of the 2,300 Persons Aboard Are Able To Get Away In Life Boats To Be Picked Up by Carpathia

New York.—How the White Star liner Titanic, the largest ship afloat, sank off the Grand Banks of Newfoundland last Monday morning carrying to their death 1,601 of the 2,304 persons aboard, was told to the world in all its awful details for the first time Thursday night with the arrival in New York of the Cunard liner Carpathia bearing the exhausted survivors of the catastrophe. Of the great facts that stand out from the account of the tragedy, these are the most salient:

The death list has increased rather than decreased. Six persons died after being rescued. The list of prominent persons lost stands as previously reported.

Practically every woman and child, with the exception of those who refused to leave their husbands, were saved.

Accounts vary as to the extent of the disorder on board. Not only was the Titanic tearing through the night to her doom with every ounce of steam crowded on, but she was under orders from the general offices of the line to make all the speed of which she was capable. This was the statement made by J. H. Moody, a quartermaster of the vessel, and he said the ship was making 21 knots an hour and the officers were striving to live up to the orders to smash the record.



MAJOR ARCHIBALD BUTT

Aide to President Taft, who was lost. He was returning from Italy, whither he had gone to regain his health.

"It was close to midnight," said Moody, "and I was on the bridge with the second officer, who was in command. Suddenly he shouted, 'Port your helm!' I did so, but it was too late. We struck the submerged portion of the berg."

Mr. Ismay gave out the following prepared statement on the pier:

"In the presence and under the shadows of a catastrophe so overwhelming my feelings are too deep for expression in words. I can only say that the White Star line officers and employees will do anything possible to relieve the suffering and sorrow of the relatives and friends of those who perished. The Titanic was the last word in ship building. Every regulation prescribed in the British board of trade had been strictly complied with. The master, officers and crew were the most experienced and skillful in the British service. I heartily welcome the most complete and exhaustive inquiry and any aid that I or my assistants or our builders or navigators can render is at the service of the public and of the governments of both the United States and Great Britain. Under these circumstances I must defer making any further statement at this hour."

Mr. Ismay said informally before giving out his statement that he left the ship in the last boat, one of the collapsible on the starboard side.

"I do not know the speed at which the Titanic was going," he said.

OCEAN DISASTER

GIGANTIC STEAMER TITANIC SINKS IN MID-OCEAN

1,600 PEOPLE DROWN

STEAMER CRASHES INTO BIG SUNKEN ICEBERG

Only 745 of the 2,300 Persons Aboard Saved—Steamer Carpathia Arrives In Time To Pick Up All Who Took to Boats

Passengers Issue Statement

Cunard Pier, New York, April 18.—The following statement issued by a committee of the surviving passengers was given the press on the arrival of the Carpathia:

"We, the undersigned surviving passengers from the steamship Titanic, in order to forestall any sensational or exaggerated statements, deem it our duty to give to the press a statement of facts which have come to our knowledge and which we believe to be true.

"On Sunday, April 14, 1912, at about 11:40 p. m., on a cold starlight night in a smooth sea and with no moon the ship struck an iceberg which had been reported to the bridge lookouts, but not early enough to avoid collision. Steps were taken to ascertain the damage and save passengers and ship. Orders were given to put on life belts and the boats were lowered. The ship sank at about 2:30 a. m. Monday and the usual distress signals were sent out by wireless and rockets fired at intervals from the ship. Fortunately, the wireless message was received by the Cunard steamship Carpathia at about 12 o'clock Monday and she arrived on the scene of the disaster at about 4 a. m. Monday.

"The officers and crew of the steamship Carpathia had been preparing all night for the rescue and comfort of the survivors, and the last mentioned were received on board with the most touching care and kindness, every attention being given to all, irrespective of class. The passengers, officers and crew gave up gladly their staterooms, clothing and comforts for our benefit.

"The English board of trade passengers certified on board the Titanic allowed for a total of approximately 3,500. The same certificate called for life boat accommodation for approximately 950 in the following boats:

"Fourteen large life boats, two smaller boats and four collapsible boats. Life preservers were accessible and apparently in sufficient number for all on board.

"The approximate number of passengers carried at the time of the collision was:

"First class 330; second class 320; third class 750; total 1,400. Officers and crew 940. Total 2,340. Of the foregoing about the following were rescued by the steamship Carpathia:

"First class 210; second class 125; third class 200; officers 4; seamen 39; stewards 95; firemen 71. Total 210 of the crew. The total, about 745 saved, was about 80 percent of the maximum capacity of the life boats.

"We feel it our duty to call the attention of the public to what we consider the inadequate supply of life saving appliances provided for on modern passenger steamships and recommend that immediate steps be taken to compel passenger steamers to carry sufficient boats to accommodate the maximum number of people carried on board. The following facts were observed and should be considered in this connection:

"The insufficiency of lifeboats, rafts, etc.; lack of trained seamen to man same; (stockers, stewards, etc., are not efficient boat handlers); not enough officers to carry out emergency orders on the bridge and superintend the launching and control of life boats; absence of searchlights.

"The board of trade (British) rules allow for entirely too many people in each boat to permit the same to be properly handled. On the Titanic the boat deck was about 75 feet above water and consequently the passengers were required to embark before lowering boats, thus endangering the operation and preventing the taking on of the maximum number the boats would hold. Boats at all times should be properly equipped with provisions, water, lamps, compasses, lights, etc. Life saving boat drills should be more frequent and thoroughly carried out, and officers should be armed at boat drills. There should be greater reduction in speed in fog and ice, as damage, if collision actually occurs is liable to be less. In conclusion we suggest that an international conference be called to recommend the passage of identical laws providing for the safety of all at sea, and we urge the United States government to take the initiative as soon as possible."

Although the foregoing was given out as a signed statement by a committee of passengers, their signatures were omitted, attendant upon the confusion when the Carpathia docked.

COL. GRACIE'S STATEMENT

Went Down With Vessel, But Was Picked Up Later

Col. Gracie, U. S. A., the last man saved, went down with the vessel, but was picked up. He was met by his daughter who had arrived from Washington and his son-in-law, Paul F. Febricus. Col. Gracie told a remarkable story of his hardship and denied emphatically the report that there had been any panic on board. He praised in the highest terms the behavior of both the passengers and crew and paid a high tribute to the heroism of the women passengers. "Mrs. Isidor Strauss," he said, "went to her death because she would not desert her husband. Although he pleaded with her to take her place in the boat, she steadfastly refused and when the ship settled at the head the two were engulfed by the wave that swept over the wreck." Col. Gracie told of how he was driven to the topmost deck when the ship settled, and was the sole survivor after the wave that swept her just before her final plunge had passed.

"I jumped with the wave," said he, "just as I often have jumped with the breakers at the sea shore. By great good fortune I managed to grasp the brass railing on the deck above, and I hung on by my right arm. When the ship plunged down, I was forced to let go and I was swirled around and around for what seemed to be interminable time. Eventually I came to the surface to find the sea a mass of tangled wreckage.

"When dawn broke there were thirty of us on the raft standing knee deep in the icy water and afraid to move lest the cranky craft be overturned. Several unfortunates, benumbed and half dead, besought us to save them, and one or two made an effort to reach us but we had to warn them away. Had we made any effort to save them, we all might have perished.

"The hours that elapsed before we were picked up by the Carpathia were the longest and most terrible that I ever spent. Practically without and sensation of feeling because of the icy water, we were almost dropping from fatigue. We were afraid to turn around to see whether we were seen by passing crafts and when someone who was facing stern passed the word



MRS. JOHN JACOB ASTOR.

Wife of the famous millionaire, who is in delicate health. She was among the saved.

that something that looked like a steamer was coming up one of the men became hysterical under the strain. The rest of us, too, were nearing the breaking point."

"Before I retired," said Col. Gracie, "I had a long talk with Charles G. Hays, president of the Grand Trunk railroad. One of the last things Mr. Hays said was this:

"The White Star, the Cunard and the American-Hamburg lines are giving their attention and ingenuity in viewing the other in luxurious ships and in making speed records. The time will soon come when this will be checked by some appalling disaster."

"Poor fellow, a few hours later he was dead."

"The conduct of Col. John Jacob Astor was deserving of the highest praise," Col. Gracie declared. "The millionaire New Yorker," he said, "devoted all his energy to saving his young bride, nee Miss Force of New York who is in delicate health.

"Col. Astor helped us in our efforts to get her in the boat," said Col. Gracie. "I lifted her into the boat and as she took her place, Col. Astor requested permission of the second officer to go with her for her own protection."



BAD BACKS DO MAKE WORK HARD

Backache makes the daily toil, for thousands, an agony hard to endure. Many of these poor sufferers have kidney trouble and don't know it. Swollen, aching kidneys usually go hand in hand with irregular kidney action, headache, dizziness, nervousness and despondency. Just try a box of Doan's Kidney Pills, the best-recommended special kidney remedy. This good medicine has cured thousands.

HERE'S A TYPICAL CASE—

Henry J. White, 418 N. 3rd St., Ft. Smith, Ark., says: "I suffered everything but death from terrible kidney trouble. I had awful headaches and dizzy spells, urine scalded and my back ached constantly. Doan's Kidney Pills cured me completely and I have had no sign of kidney trouble since."

Get Doan's at any Drug Store, 50c. a Box
DOAN'S Kidney Pills

Beauty specialists encounter many hard lines.

Good health cannot be maintained where there is a constipated habit. Garfield Tea overcomes constipation.

A woman is so used to pinning things that she can't understand why a man should make so much fuss about a missing button.

As the Streets Are Cleaned.

Mother—Well?
Tommy—Don't you think I might let the rain wash my face instead of removing the dirt myself?

Found Imitation Difficult.

Bert, a freshman, closed a letter to his cousin Joe, five years old, by saying: "Now, I must quit and write five pages on Esther."

The next day his father found Joe armed with tablet and pencil, trying to hold down his young brother Robert, and said to him: "Joe, what are you doing?"

"I'm trying to write five pages on 'b, but he won't be still," replied the little fellow."

Needn't Kiss Husband.

Supreme Court Justice Mareau in Brooklyn, dismissed the suit of Samuel Markowitz, a New York real estate broker, for the annulment of his marriage to Mildred Markowitz.

"It is absurd to frame such issues," Justice Mareau said. "Practically the plaintiff asks an annulment of his marriage to the girl because she refused to kiss him."

The young woman was eighteen years old when she married Markowitz, who, as alleged, had already had four wives, of whom two had died and two were divorced.

English Stuffed Ham.

Select a freshly cured ham and have the bone removed. Fill with a stuffing made of bread crumbs, parsley, marjoram, white pepper, salt, one green pepper and butter. Tie up securely and inclose the ham in a paste of flour and water to keep the juice from escaping. Tie in a pudding cloth, put in a pot of boiling water and boil gently for two hours, or allow 20 minutes for each pound of ham. After this, remove the crust, pare off the skin carefully so as not to injure the shape of the ham, put in a roasting pan, sprinkle well with bread crumbs, set in a moderate oven and roast, allowing six minutes to every pound of ham.

Cold Bread Griddle Cake.

To one and one-half pints of cold bread broken fine (blancet preferred) add one quart of buttermilk and let remain over night. In the morning beat half teaspoon salt and enough flour to make thin batter. These will be found to be much lighter than either the flour or cornmeal cakes. Also a good way to use up cold bread.

Minced Green Peppers.

Stewed potatoes are delicious with a little chopped green pepper as a substitute for parsley. Minced green pepper is also delicious with boiled rice, and with stewed tomatoes it is an addition par excellence.

Fruit Trifle.

For a quick dessert try beating one-half cup of cream until thick, then fold in pint of canned peaches, which have been drained. Sweeten to taste, serve very cold. Other fruit may be used.